

PROJECT DESCRIPTION

Project #	Project Type	MassDOT CS Designation	Street Name	Extents	Project Description	Source	Reasoning
1	On-Street Bike Facility		Allen St	Entire extents.	Stripe bike lanes.	Stakeholder Input	Allen St is an important east-west connection and currently has most-moving motor vehicle traffic with short sight lines due to the railroad bridge.
2	Traffic Calming		Allen St	At the intersections of Elm, Conway, Wells, and Chapman streets.	Construct bump-outs.	Top 50 Hazardous Intersections FRCOG, 2011-2013	These four intersections along Allen St. are four of the top 50 Most Hazardous in Franklin County.
3	Intersection		Allen St	At Chapman Street.	Install traffic signal.	Top 50 Hazardous Intersections FRCOG, 2011-2013	This intersection is of the top 50 Most Hazardous Intersections in Franklin County.
4	Sidewalk		Arch St	At the railroad underpass	Rebuild sidewalk.	Top 50 Hazardous Intersections FRCOG, 2011-2013	The existing sidewalk needs repair at this high pedestrian demand pinch-point.
5	Traffic Calming		Bank Row	West side of street, at existing crosswalk to Olive st	Install bump-out after last diagonal parking space on west side of Bank Row, north of the underpass.	Consultant Analysis	This crosswalk already has a small bump-out on the east side, however this bump out does little to shorten the crossing distance or slow traffic traveling south on Bank row from Main St.
6	Traffic Calming		Bank Row	From Manna House Korean Restaurant to KDS Dance Supplies.	Widen sidewalks, and pave bump-outs. Remove diagonal parking on west side of street, and replace with parallel parking as a traffic calming element for downhill southbound traffic. Remove existing parallel parking on east side of street.	Consultant Analysis	Removing a handful of parking spaces and making Bank Row more pedestrian friendly will encourage use of the new parking garage and greatly enhance the pedestrian environment from the garage to Bank Row and Main Street.
7	Sidewalk		Beacon St	From High St to Parkway St. (Entire extents)	Construct new sidewalk on the south side of Beacon Street. Include crosswalks and ADA curb ramps.	CDBG Priority Projects 2015	There are currently no sidewalks to the park.
8	Sidewalk		Beacon St	From High St to Parkway St. (Entire extents)	Stripe bike lanes and sharrows at intersection approaches.	Consultant Analysis	This is an important east-west bike connection and there are currently no bicycle facilities on this stretch. Stakeholder Input
9	Traffic Calming		Chapman St	At Pierce St intersection.	Decrease size of curb radius to calm traffic turning right from Chapman onto Pierce.	Consultant Analysis	This is a heavy turn movement from Allen Street motorists wishing to travel east, resulting in an uncomfortable pedestrian crossing.

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10	Street Furniture		Chapman St	At municipal owned parking lot, just north of Main St.	Install new street lighting along street, sidewalk, and /or parking lot.	Stakeholder Input	Improves pedestrian comfort and safety.
11	Traffic Calming		Chapman St	At Silver St intersection.	Install raised crosswalk or other traffic calming device to slow motorists turning off of Silver and onto Chapman. Consider installation of flashing yellow beacon.	Consultant Analysis	Vehicles make right turn at high speeds.
12	Sidewalk		Cheapside St	From intersection of Cheapside and Deerfield St / Rt 5, under the Montague City Rd underpass, to Montague City Rd / General Pierce Bridge over the Connecticut River.	Construct sidewalk on the south side of Cheapside St (south side due to bridge constraints immediately west of the intersection of Cheapside and Deerfield St / Rt 5.)	Consultant Analysis	No sidewalk exists in this high-demand area.
13	Traffic Calming		Cheapside St	Southeastern tip of triangle formed by cheapside and Deerfield St / Rt 5	Construct bump-out.	Franklin County Complete Streets Project, FRCOG, 2012	This is an uncomfortable point of exposure for bikes and peds due to roadway geometry. Existing traffic turning movements result in little need for this turn geometry.
14	Transit Stop		Cherry Rum Plaza	Inside plaza parking lot area.	Install bus route signage, map, and transit shelter or bench.	Franklin County Complete Streets Project, FRCOG, 2014	To alert transit users as to the location of this bus stop.
15	Sidewalk		Cherry Rum Plaza	Inside plaza parking lot area.	Construct new sidewalk.	Franklin County Complete Streets Project, FRCOG, 2014	There is currently no pedestrian facilities for people who enter Cherry rum Plaza on foot. Sidewalk should connect to all store fronts.
16	Crosswalk		Cherry St	At intersection with Federal St.	Construct bump-outs, or "T" up the intersection where Cherry hits Federal. Expand sidewalk area to reduce intersection crossing distance. Stripe high visibility crosswalk.	Consultant Analysis	Difficult intersection for bikes and pedestrians due to intersection geometry. Only feasible walking connection from Deerfield village residential neighborhood and other residences along Country Club Road to access Community Health Center of Greenfield plaza.
17	Sidewalk		Cherry St	On the short east-west leg of Cherry St., directly north of the Discovery School playground ballfield.	Construct sidewalk or shared-use path from Cherry Stret, through field, to the Discovery School.	Stakeholder Input	To encourage school students to walk from adjacent residential neighborhoods.
18	Sidewalk		Cherry St / Oakland St / Country Side Rd	Entire extents	Construct new sidewalk.	Consultant Analysis	Important pedestrian connection from residential neighborhoods on Country Club Rd / Country Side Rd / Oakland St to Federal St commercial / retail area / Discovery School.
19	Traffic Calming		Church St	At High St.	Construct raised crossing across Church Street.	Stakeholder Input	Church Street used as a cut-through.

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20	Intersection		Cleveland St	At railroad crossing.	EITHER formalize railroad crossing for pedestrians OR fence off for safety.	Stakeholder Input	School students often cross here because of uncomfortable conditions on Silver St.
21	Sidewalk		Colrain Rd	From College Dr to Colrain Rd / Plain Rd intersection.	Construct new sidewalk.	Stakeholder Input	Stakeholder Input
22	Intersection		Colrain Rd	At Main St.	Reconstruct intersection.	Sustainable Greenfield, 2014	This intersection was mentioned in numerous previous reports as being uncomfortable and having a high number of crashes.
23	Crosswalk		Conway St	At Hillside Park entrance.	Construct raised crossing and/or install a push-button yellow flashing beacon.	Stakeholder Input	
24	On-Street Bike Facility		Conway St	From Nash's Mill Rd to Main St	Stripe bike lanes.	Consultant Analysis	This is an important north-south corridor and represents one of the most comfortable crossings of I-91 for many Greenfield residents. This roadway includes heavily traveled pedestrian and bicycle routes, with access to green river Swimming and Recreation Area and Riverside Greenway. The intersections of Conway St at Allen St, Devens St, and at Hayes St represent three of the top 50 Most Hazardous Intersections in Franklin County, FRCOG, 2011-2013.
25	Traffic Calming		Conway St	From Nash's Mill Rd to Main St	Install crosswalk signage assembly and/or determine suitable location for a raised pedestrian crossing with flashing yellow beacons. (Pedestrian count needed.)	Consultant Analysis	This is an important north-south corridor and represents one of the most comfortable crossings of I-91 for many Greenfield residents. This roadway includes heavily traveled pedestrian and bicycle routes, with access to green river Swimming and Recreation Area and Riverside Greenway. The intersections of Conway St at Allen St, Devens St, and at Hayes St represent three of the top 50 Most Hazardous Intersections in Franklin County, FRCOG, 2011-2013.
26	On-Street Bike Facility		Conway St	From Main St, over I-91, to Nash's Mill intersection.	Construct bike lanes.	Franklin County Complete Streets Project, FRCOG, 2014	Heavy cycling demand.
27	Traffic Calming		Conway St	At Silver St intersection.	Investigate traffic calming elements.	Top 50 Hazardous Intersections FRCOG, 2011-2013	To calm traffic traveling north-south on Leyden St and Conway St. To ease congestion for Silver Street motorists traveling south on Conway Street. To facilitate ease of transition for cyclists who wish to enter new Silver Street extension to bike path.

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28	Intersection		Court Sq	In front of Town hall. From Main St to Newton Pl.	Consider restricting motor vehicle access to Court Sq between Main St and Newton Pl / Bank Row.	Consultant Analysis	Low vehicle volume, heavy pedestrian demand, large space is great asset for community, vast sf of pavement removed and replaced with grass, paths, trees, and park amenities such as benches, bike racks, trash cans, and lighting. Would require relocation of Farmers Market to newly extended Newton Pl.
29	On-Street Bike Facility		Davis St.	Entire extents.	Construct bike-boulevard style treatment to Davis Street.	Consultant Analysis	Establishing this important north-south cconnection as a comfortable altnervative to Federal Street will encourage more widespread use of cycling for commuting and errands and fill a gap in the existing bicycle network.
30	Intersection		Deerfield Rd / Rt 5	At Petty Plain Rd intersection.	Update crosswalk at Petty Plain Rd / Pedestrian bridge intersection with high visibility crosswalk. Install push-button flashing yellow beacon.	Stakeholder Input	To increase motorist yield behavior.
31	On-Street Bike Facility		Deerfield Rd / Rt 5	From Greenfield side of the bridge south of Cheapside st intersection to southern end of green triangle	Use white skip-striping and a green painted bike lane treatment for the length of the intersection with Cheapside St.	Consultant Analysis	This is a long and exposed intersection with frequent turn movements that pose a risk to pedestrians and bicyclists
32	Sidewalk		Deerfield Rd / Rt 5	From current sidewalk terminus at 426 Deerfield St to bridge over Green river to Deerfield	Extend sidewalk from current terminus to bridge to Deerfield.	Consultant Analysis	Pedestrian safety and comfort.
33	Sidewalk		Deerfield Rd / Rt 5	In front of businesses on east side of street from Cheapside to Mill	Provide better sidewalk delineation, upgrade non-ADA sidewalks and curb ramps.	Franklin County Complete Streets Project, FRCOG, 2012	Many businesses along this stretch have vehicle parking that extends into the sidewalk / pedestrian zone.
34	Sidewalk		Deerfield Rd / Rt 5	East side of street, from Mill to Cheapside	Relocate utility poles.	Consultant Analysis	Existing utility poles are in middle of sidewalk. Relocate to back of sidewalk.
35	Crosswalk		Deerfield Rd / Rt 5	At Cheapside Street	Stripe high visibility crosswalks.	Consultant Analysis	Pedestrians traveling north from Deerfield have no sidewalks or crosswalks once they cross the Deerfield bridge into Greenfield.
36	Sidewalk		Fairview St	Entire extents.	Construct sidewalk.	Stakeholder Input	People walking in the roads when there are events at the fiargrounds due to lack of sidewalks is a safety concern.
37	Street Lighting		Federal St	At CVS.	Upgrade street lighting.	Stakeholder Input	Stakeholder concern.
38	Transit Stop		Federal St / Bernardston Rd	At Cherry Rum Plaza 489 Bernardston road.	Install bus route signage.	Complete Streets Project, FRCOG, 2014	To alert transit users as to the location of this bus stop.

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39	Traffic Calming		Ferrante Ave	Entire extents.	Utilize traffic calming elements such as neck downs, chicanes, or speed humps to deter fast-moving traffic from cutting through these neighborhood streets in close proximity to schools.	Stakeholder Input	Neighborhood street used as a commuter cut-through.
40	On-Street Bike Facility		Franklin St	Entire extents.	Implement bike boulevard-style treatments on Franklin Street.	Consultant Analysis	Coupled with North Street, Franklin Street has the opportunity to be an important north-south connection for cyclists traveling between residential areas, downtown, Greenfield Middle School, and the hospital.
41	Traffic Calming		Garfield St	At Davis St intersection.	Construct bump-outs or neck down across Garfield Street.	Stakeholder Input	Garfield is neighborhood street that is currently used as a motorist cut-through.
42	Sidewalk		Gerrett Street	From Sanderson to Beacon St.	Construct new sidewalks on both sides of Gerrett Street. Include crosswalks and ADA curb ramps.	CDBG Priority Projects 2015	There are currently no sidewalks on Gerrett St.
43	Trail Connection		Greenfield Bike Trail	From the west side of Elm Street, between Oak Courts and Sullivan Lane.	Construct 12' shared use path from existing shared use path to Elm St.	Stakeholder Input	This short segment would connect trail users from the Elm St/ Conway St / Cpruce St / Cypress St / Cedar St neighborhood to the popular bike trail. The Greenfield Housing Authority owns the parcel.
44	Trail Connection		Greenfield Bike Trail - Deerfield Connector Path	From South side of Petty Plain Road, between Meridian St and the Green River, to the Deerfield river edge.	Construct 10' - 12' wide paved shared use trail. Work with town of Deerfield to establish receiving trail on Deerfield side of River. Long term: Construct new non-motorized trail bridge over Deerfield River.	Stakeholder Input	Long-term north-south connectivity opportunity through town-owned land. Deerfield side has low-volume farm roads well suited for cycling and walking.
45	Trail Connection		Greenfield Bike Trail - Power Ct to Conway Dr.	From the intersection of Mead St at Mill St., continue trail up Power Court, hugging the riverbank, under the railroad bridge, and up Conway Drive.	Construct 10' - 12' shared-use path along edge of Green River.	CDBG Priority Projects 2015	This represents a desire line for cyclists and pedestrians traveling east - west from the Hope Street, Russell Street, and James Street neighborhood to Mill Street / River Street neighborhood and points west.
46	Trail Connection		Greenfield Bike Trail - Silver Street Connector	From the intersection of Silver Street and Conway St to the bike path junction on the east side of I-91.	Extend bike path from its current location up through the town-owned parcel adjacent to I-91 to the end of Silver St.	Stakeholder Input	Clear long-term opportunity to create more comfortable cycling connections from east-west to north-south. Stakeholder Input
47	Traffic Calming		High St / 2A	At Stone Farm Ln intersection.	Install flashing yellow beacons to alert motorists to presence of pedestrians in crosswalk.	Consultant Analysis	The pavement sidewalks are in need of replacement and the sidewalk is in need of pedestrian zone definition.
48	Sidewalk		High St / 2A	Entire extents.	Relocate all utility poles that are currently in middle of sidewalk.	Stakeholder Input	To widen sidewalk to a comfortable width.

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49	On-Street Bike Facility		High St / 2A	From Main St. to Adams Road intersection	Stripe bike lanes. Use rumble strip on shoulder line to encourage motorists to stay out of the bike lane.	Stakeholder Input	This is 40 MPH signed road, decreasing cyclist comfort due to high-speed vehicles. A rumble strip will help cyclists feel comfortable.
50	Traffic Calming		High St / 2A	From Loomis Rd. to Adams Rd. intersection.	Lower speed limit. And/or include traffic calming elements.	Stakeholder Input	The current speed limit of 40 allows motorists to comfortable travel at 45 and sometimes 50 MPH. This is dangerous for pedestrians and bicyclists accessing the Stop & Shop plaza.
51	Traffic Calming		Hope St	At midblock crossing to new courthouse	Rebuild sidewalk at new midblock pedestrian crossing to courthouse featuring a raised table crossing or bump-outs.	Consultant Analysis	Traffic calming Hope St is important for safety, with the highest emphasis on the new midblock crossing to the court house.
52	Traffic Calming		Hope St	From Prospect St to Main Street.	Raised-table intersections or bump-outs at the three intersections of Hope Street at Main, at Olive, and at Prospect St. OR a single raised intersection at the new midblock crosswalk at the court house.	Consultant Analysis	This is already a very high pedestrian demand area and will become even more so with the completion of the new court House and parking structure on Olive Street. Discouraging motorists from using Hope Street as a cut-through by means of traffic calming will increase pedestrian comfort along the Hope St corridor from Main St to south of Prospect St. The intersection of Hope and Prospect was noted in the top 50 Most Hazardous Intersections in Franklin County, FRCOG, 2011-2013.
53	Traffic Calming		Hope St	At intersection with Olive Street.	Install signage and striping to designate a commercial loading / delivery zone for area businesses	Consultant Analysis	Formalizing a delivery / loading zone will encourage trucks not to park near crosswalks, on sidewalks, or in front of driveways.
54	Sidewalk		Laurel St	From Buckely HealthCare Center to existing sidewalk terminus at 22 Laurel Street.	Extend sidewalk from existing terminus on Laurel to Buckely Healthcare Center	Consultant Analysis	Enhanced pedestrian safety and comfort.
55	Sidewalk		Leyden Rd	From Nash's Mill Rd to Leyden Woods Ln	Construct new sidewalk on west side of Leyden Rd	Stakeholder Input	Leyden Road is used by pedestrians and there are no pedestrian facilities. Crashes have occurred due to the lack of adequate pedestrian facilities.
56	Transit Stop		Leyden Rd	At existing bus stop near Nash's Mill Road.	Formalize bus stop. Officially add stop to route, install transit shelter, install signs with route maps and operating schedule / timetables.	Consultant Analysis	Bus stop is currently informal with no signage or transit shelter.
57	On-Street Bike Facility		Leyden Rd	Leyden Town line to Conway Street.	Stripe bike lanes. Utilize green dashed bike lane with white skip striping at intersections.	Franklin County Complete Streets Project, FRCOG, 2014	Heavily desired pedestrian and bike route on this roadway. "...almost 20% of the residents living in the Leyden and Plain Road area do not have a vehicle." - VHB / Sustainable Greenfield Plan, pg. 125.

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58	Traffic Calming		Leyden Rd	From Phyllis Lane to Newcomb Lane.	Install traffic calming elements, particularly signage warning motorists of upcoming crosswalks / pedestrians / slower speed limit.	Stakeholder Input	Leyden Road would benefit from slower traffic speeds.
59	Transit Stop		Main St / 2A	Entire extents.	Determine suitable location for installation of additional bus stop. Mirror this stop on both sides of the street. Remove parking to accommodate transit users. Install transit shelters.	Stakeholder Input	Stakeholder desire for increased transit access.
60	On-Street Bike Facility		Main St / 2A	From Federal St to Court Sq	Stripe enhanced shared lane markings.	Consultant Analysis	Not a good fit for traditional bike lanes. Enhanced SLMs will work nicely with angled parking and typically low speeds along Main St. Stakeholder Input
61	On-Street Bike Facility		Main St / 2A	From Solon St to Shelburne Rd	Apply bike lane stencils to extend bike lane from the west through the bridge between Solon and Shelburne.	Consultant Analysis	Cyclist safety and comfort.
62	Traffic Calming		Main St / 2A	At Coombs Ave / Fort Sq.	Construct bump-outs to shorten the pedestrian crossing distance across Main St. Deploy other traffic calming devices to slow speeding traffic. Install brighter street lighting that doesn't back-light crossing pedestrians.	Stakeholder Input	Difficult to see pedestrians crossing at dusk and at night.
63	Crosswalk		Main St / 2A	At Chapman Street.	Relocate crosswalk to east side of Chapman Street.	Franklin County Complete Streets Project, FRCOG, 2012	This will avoid potential conflicts between cars turning right onto Main St. And pedestrians crossing Main St.
64	Traffic Calming		Main St / 2A	At Franklin Street.	Construct bump-outs in front of the YMCA at the location of the existing crosswalk where it connects to the south side of Main St.	Franklin County Complete Streets Project, FRCOG, 2012	The long sight lines on Main St. from Federal to High St. result in excessive vehicle speeding. A bump-out at this location will calm traffic and shorten an unnecessarily long pedestrian crossing.
65	On-Street Bike Facility		Main St / 2A	From Federal Street to High Street.	Stripe bike lanes on south side of street. Investigate feasibility of moving parallel parking 5' - 8' into street and constructing a parking-protected separated bike lane with a painted 3' foot buffer between the cars and the bike lane.	Consultant Analysis	This is a prime space for a parking-protected bike lane on Main St.
66	Intersection		Main St / 2A	At Fort Sq.	Remove eastern curb cut on Main St in front of Koch's Automotive. Retain Koch's Automotive existing curb cut to the west. Encourage one-way in and out, utilizing existing curb cut on Fort Square.	Consultant Analysis	This unnecessary curb cut should be removed for pedestrian safety and comfort along the north side of Main St.

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67	Traffic Calming		Main St.	Between High St and Federal St.	Install crosswalk signage assembly and in-street crossing signs.	Consultant Analysis	Increase motorist yielding behavior.
68	Traffic Calming		Main St.	At High St.	Construct bump-outs OR raised table crossing.	Franklin County Complete Streets Project, FRCOG, 2014	Significant turn volume at this intersection which is one of the of the top 50 Most Hazardous Intersections in Franklin County.
69	Trail Connection		Mead St	From Ruggeri's Beverage on Deerfield St / Rt 5, along the Green River, and up Mead st, to the intersection of Mead St at Mill Street.	Construct 10' - 12' shared-use path along edge of Green River.	CDBG Priority Projects 2015	This represents a desire line for cyclists and pedestrians traveling east - west from the Hope Street, Russell Street, and James Street neighborhood to Mill Street / River Street neighborhood and points west.
70	Crosswalk		Montague City Rd	At intersection with Mountain Rd.	Construct crosswalk across Montague City Road.	Stakeholder Input	This is an uncomfortable crossing for pedestrians.
71	Street Lighting		Mountain Rd	Entire extents.	Install street lighting.	Stakeholder Input	Stakeholder concern for bikes and peds using road at night.
72	Crosswalk		Mountain Rd	At Poets Seat parking lot area.	Construct crosswalk and flashing yellow beacon across Mountain Road.	Stakeholder Input	Stakeholder concern for bikes and peds accessing Poets Seat.
73	Sidewalk		Nash's Mill Rd	From Leyden road to Swimming area parking lot entrance at crosswalk to Riverside Greenway. Potentially extend all the way to end of Nash's Mill Road at Colrain Rd.	Construct new sidewalk with curbs on west side of Nash's Mill Rd. If possible, include a grass buffer between sidewalk and curb.	Franklin County Complete Streets Project, FRCOG, 2014	Heavily traveled pedestrian routes, with access to green river Swimming and Recreation Area and Riverside Greenway.
74	Intersection		Nash's Mill Rd	At intersection with Leyden Rd.	Construct triangle-shaped pedestrian refuge area in center of intersection with sidewalks, curbs, ADA curb ramps, a new stop sign for motorists traveling east on Leyden Rd, and new crosswalks.	Consultant Analysis	This roadway includes heavily traveled pedestrian and bicycle routes, with access to green river Swimming and Recreation Area and Riverside Greenway.
75	On-Street Bike Facility		North St	Entire extents	Implement bike boulevard-style treatments on North Street.	Consultant Analysis	Coupled with Franklin Street, north Street has the opportunity to be an important north-south connection for cyclists traveling between residential areas, downtown, Greenfield Middle School, and the hospital.
76	Sidewalk		Olive St	Entire extents	Extend existing concrete sidewalks on both sides of Olive Street from current terminus to Hope Street. Widen new sidewalk on north side. Minimize curb cuts in new sidewalk construction.	Consultant Analysis	The pavement sidewalks are in need of replacement and the sidewalk is in need of pedestrian zone definition.
77	On-Street Bike Facility		Olive St	Entire extents	Stipe bike lane on both sides of Olive Street.	Consultant Analysis	bicyclist safety and comfort. Motorist awareness.

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78	Street Lighting		Olive St	Entire extents	Upgrade existing pedestrian-scale street lighting.	Consultant Analysis	Sufficient sidewalk and roadway lighting is important in high pedestrian demand areas to maximize comfort for transit center users.
79	Sidewalk		Olive St	At the KDS Dance supplies parking lot.	Permanently close this parking lot entrance. Add trees or shrubs and a small fence. Install new curb to match height of existing curb at corner of Olive St and Bank Row.	Consultant Analysis	This parking lot has 2 egresses, which is unnecessary. Closing one of them permanently will enhance the pedestrian-scape between the new parking structure and Bank Row / Main St.
80	On-Street Bike Facility		Parkway St	Haywood St to Mountain Road.	Stripe bike lanes. Construct new 10' bike lane along Parkway St alignment - on eastern edge of existing town-owned park parcel bordered by Beacon, Gerrett, and Sanderson Streets.	Stakeholder Input	Establishing a robust north-south bicycle network in Greenfield will establish bicycling and walking as viable transportation options.
81	Sidewalk		Petty Plain Rd	Ped Bridg at Rt 5 to Wisdom Way.	Construct sidewalks.	Stakeholder Input	Stakeholder desire for pedestrian access to Dog Park.
82	On-Street Bike Facility		Pierce St	Entire extents.	Stripe bike lanes and sharrows at intersection approaches.	Stakeholder Input	This is an important east-west bike connection and there are currently no bicycle facilities on this stretch.
83	Intersection		Pond St	At Davis St intersection.	Construct bump-outs or neck down across Pond.	Stakeholder Input	Pond is neighborhood street that is currently used as a motorist cut-through.
84	Sidewalk		River St	From existing sidewalk terminus at 90 River St to Enterprise Rent-A-Car / 2A	Extend sidewalk on east side of River Street.	Consultant Analysis	Enhanced pedestrian safety and comfort.
85	On-Street Bike Facility		River St & Mill St	Entire extents	Narrow travel lanes from 12' to 11' and stripe bike lanes with stencils.	Consultant Analysis	Enhanced cyclist safety and comfort.
86	Trail Connection		Robbins Rd	From end of Robbins Rd / Whittam Rd intersection to Munson St / Fairview St neighborhood.	Create a pedestrian path / shared-use path through narrow town-owned easement. The parcel is sandwiched between Motra B LLC and Scott Streeter owned parcels.	Stakeholder Input	To provide a pedestrian connection across I-91 barrier from Big Y to Downtown.
87	Sidewalk		Rt 10 / Bernardston Rd	From current sidewalk terminus at Stoneleigh Burnham School driveway to 765 Bernardston Rd.	Build new sidewalk.	Stakeholder Input	To connect residential neighborhoods to schools and places of employment.
88	Trail Connection		Rt 10 / Bernardston Rd	From 765 Bernardston Road through town-owned parcel and parcel owned by Paul Porter towards watertower and down to Silvio O Conte Drive employment areas.	Build shared-use path / trail connection.	Stakeholder Input	To connect residential neighborhoods to schools and places of employment.
89	On-Street Bike Facility		Russell St	From Hope St to Washington St.	Repave Russell Street. Add bike lanes. Construct new sidewalk on south side.	Stakeholder Input	Important connection for cyclists, Russell Street currently is in poor shape due to potholes and roadway deterioration.

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90	Sidewalk		Sanderson St	From Garrett to Parkway St.	Construct new sidewalk on north side of Sanderson St. Include crosswalks and ADA curb ramps.	Consultant Analysis	There are currently no sidewalks on Sanderson St.
91	Crosswalk		Turners Falls Rd	At Loomis Rd / Eliza Ln	Install crosswalks across Turners Falls Road at the Eliza Lane one-way exit, at Loomis Road where it meets Turners Falls Road, and at Eliza Lane where it meets Loomis Road.	Consultant Analysis	Pedestrian safety and comfort.
92	Traffic Calming		Turners Falls Rd	At Loomis Rd / Eliza Ln	Install Yield to Pedestrian in Crosswalk signage.	Consultant Analysis	To increase motorist yield behavior.
93	Traffic Calming		Turners Falls Rd	Between Loomis Rd and White Bridge over Connecticut River	Install speed humps, digital vehicle speed feedback signage, or other similar traffic calming device.	Consultant Analysis	Turners Falls Rd has heavy pedestrian demand. There are no currently no sidewalks along Turners Falls Rd. This is an important connection between Greenfield and Turners Falls.
94	Sidewalk		Turners Falls Rd	Entire extents.	Construct new sidewalk on one side or widen roadway shoulder for use by pedestrians and bicyclists.	Stakeholder Input	Turners Falls Rd has heavy pedestrian demand. There are no currently no sidewalks along Turners Falls Rd. This is an important connection between Greenfield and Turners Falls.
95			Turners Falls Rd	On the westbound side of the road, at the halfway point between White Bridge and Loomis Rd.	Install Curve Ahead / Slow Down signage.	Stakeholder Input	Motor vehicles often speed on this downhill section, and there is a slightly blind and uncomfortable curve in the roadway. Many pedestrians use this roadway.
96	Trail Connection		Turners Falls Trail	From the Greenfield side of the White Bridge (Turners Falls Road) to the back of Stop n' Shop.	Develop off-road trail / shared use path.	Stakeholder Input	It may not be feasible to construct a sidewalk on Turners Falls Rd. If it is not, examine potential to develop a pedestrian and bicycle-only shared-use path for safer travel between Greenfield and Turners Falls.
97	Sidewalk		Wells St	From Cedar St to Silver St	Construct sidewalk.	Stakeholder Input	Pedestrian demand, safety, and comfort. Stakeholder Input
98	Traffic Calming		Wildwood St	Entire extents.	Utilize traffic calming elements such as neck downs, chicanes, or speed humps to deter fast-moving traffic from cutting through these neighborhood streets in close proximity to schools.	Stakeholder Input	Neighborhood street is used as a commuter cut-through.
99	Traffic Calming		Wisdom Way	Entire extents.	Add traffic calming elements. Construct sidewalk.	Stakeholder Input	Neighborhood street is used as a commuter cut-through.
100	Traffic Calming		Woodleigh Ave	At Davis St intersection.	Construct bump-outs or neck down across Woodleigh.	Stakeholder Input	Woodleigh is neighborhood street that is currently used as a motorist cut-through.